

D.T.2.3.7

Evaluation Report:

Version 1.0

Pilot Activity 5 - Trnava

08.2019





Table of Contents

1. Introduction	2
2. Pilot Evaluation - Description	2
3. Pilot Evaluation – Quantified Results.....	4
4. Future Plans for Improvements	5



1. Introduction

The pilot action number 5 of the SubNodes project partner Bratislavská integrovaná doprava, a.s. (BID) is the extension the existing Integrated transport system in the Bratislava region (IDS BK) on the railway line to Trnava. Trnava railway node was identified as the main TEN-T subnode to Bratislava. Although Trnava itself lies on a TEN-T corridor, it also lies just 46 km from Bratislava, which lies on a junction of several TEN-T corridors. Trnava and its surrounding region is considered to be part of the larger catchment area of Bratislava, so it is crucial for it to be part of the same system of public transport, as the rest of the Bratislava region. The pilot action is intended to be the first step in integrating the whole Trnava region in the future.

After the previous launch report and mid-term pilot status report, this paper concentrates on the first results after the pilot implementation. It describes the situation and findings after three months of operation of the IDS BK unified fare system on the railway to Trnava.

2. Pilot Evaluation - Description

The pilot action was finally implemented on the 1 August 2019. Since this date the fare system of the Integrated Transport System in the Bratislava Region (IDS BK) is in force on the whole section of the railway line number 120 between Bratislava and Trnava. Commuters can use the regional train lines S20 and S25 and choose from the whole selection of travel tickets offered within ID BK when travelling on any section of the railway line between Bratislava and Trnava.

The pilot action was implemented without installing new ticket validators (explanation in the pilot status report), as was originally planned. Thanks to several existing alternative ways of ticket purchase within the IDS BK it wasn't in the end inevitable to have the validators in place before the system was expanded to Trnava. It was first necessary to reach an agreement between the stakeholders (mainly BID and the partners within IDS BK) and then to modify the information systems behind the ticket sale systems and the revenue redistribution systems by adding a new fare zone to the existing zones. The new fare zone was numbered 400. Single tickets can be purchased at the ticket desks of the national train operator operating trains to and from Trnava and also in the IDS BK mobile app. Both methods were tried out by the reviewers during the pilot action peer review visit in Trnava in August 2019. On top of the mentioned possibilities for the use of single tickets, commuters have the option to use prepaid travel tickets for 7, 30, 90 and 365 days, with which they can travel unlimited times within their time and zone validity.

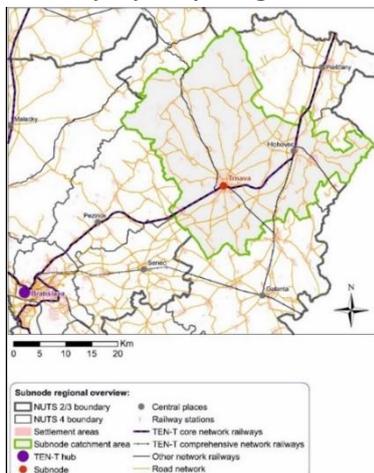
There is one unique ticketing system within the IDS BK, but the fare system of the state train operator is also kept in use on the integrated section of the line, since it must be applied in the whole country. Therefore, passengers can choose out of two fare systems the one, which is more suitable for them. When a passenger knows in advance, that he will need to travel only by train, then he is more likely to stay within the state train operators fare system, because it is cheaper in most cases. In case the passenger needs to travel by train to or from Trnava in combination with other public transport modes integrated in IDS



BK (multimodal journey), then his choice should be a travel ticket from the IDS BK fare system. This ticket will be valid for the whole journey, no matter how many transfers he needs, and it will be cheaper, than using the combination of the two fare systems.

The integration of the railway node Trnava makes intermodal travel easier when traveling between Trnava and Bratislava, or any town and village in the Bratislava region. The implemented measures improve the respective subnode as an intermodal transport hub. The IDS BK system integrates Bratislava city public transport (bus, trolleybus, tram), regional buses, regional trains operated by the state train operator and also a private train operator. This makes the pilot action successful in terms of securing a more user-friendly public transport environment and on top of this also a bit more affordable, than before. By expanding the IDS BK system to Trnava a new part of the wider catchment area of Bratislava is covered, which makes the integrated transport system more effective and at the end of the day also more attractive for new passengers.

The pilot action is the first step in a larger strategy, with the aim to integrate the whole Trnava region within IDS BK and later to expand the integrated transport system even beyond these two regions (Trenčín region and Nitra region). Integration of the railway node Trnava was an important prerequisite for this further integration. Another positive effect of the pilot action is, that it opened new discussions about further integration and created more intensive demand for improving the existing system of public transport. This enhances the potential for closer cooperation between regions by creating a common goal overlapping regional borders and thus bringing them closer together. The pilot action secured first interregional public transport integration, if we don't count some IDS BK integrated bus lines connecting small villages on both sides of the border between Bratislava and Trnava regions. Public transport integration of a regional capital into a system belonging to the neighbouring region demonstrates an innovative solution in the conditions of Slovakia. An interesting point is, that at the same time as the pilot action was implemented, also regions in other parts of the country started to develop integrated transport systems. This doesn't have a direct link to this project, but there is no doubt, that the development of IDS BK, as the only large scale properly functioning integrated transport system in the country, positively influences their development in the rest of the country by inspiring them and giving good practice examples.



Map of the region around the subnode Trnava



Photo from the presentation of IDS BK at the Trnava railway station on the 31 July 2019



3. Pilot Evaluation - Quantified Results

The figures in the tables below show the numbers of travel tickets valid in the fare zone 400 and sold in August and September 2019. Zone 400 was created in order to integrate the railway node Trnava and the months August and September were the first two months of operation of the Integrated transport system in the Bratislava region in Trnava.

Single journey paper tickets valid in the fare zone 400 (Trnava)		
Type of ticket (basic/reduced)	Month	
	August 2019	September 2019
- Basic price	85	71
- Reduced priced	2	1
Sum of sold single journey paper tickets	87	72

The table above shows the number of paper tickets valid for IDS BK zone 400 sold at the ticket desks of the national train operator.

Prepaid travel tickets valid in the fare zone 400 (Trnava)		
Prepaid travel tickets (validity)	Month	
	August 2019	September 2019
- 7 days basic price	2	0
- 7 days reduced price	0	1
- 30 days basic price	2	5
- 90 days basic price	1	0
- 365 days basic price	0	12
Sum of sold prepaid tickets	5	18

The table above provides information about the number of prepaid travel tickets valid for the zone 400. Within the IDS BK users can buy prepaid travel tickets valid for any combination of fare zones (exception is zone 100, which has to be purchased together with zone 101). This means, that the prepaid tickets sold for the zone 400 are in reality valid also for some other zones within IDS BK, but this isn't part of the statistics in this table. It is interesting to note, that in September twelve prepaid travel tickets were sold with the validity for 365 days, which is the longest time validity available in the IDS BK fare system.

Single journey travel tickets sold through the app valid in the fare zone 400 (Trnava)		
To/from Trnava	Month	
	August 2019	September 2019
- from Trnava to Bratislava region	33	43
- to Trnava from the Bratislava region	20	71
Sum of single journey tickets sold through the app	53	114

The numbers in the last table show how many single journey tickets valid in the zone 400 were sold through the IDS BK app.



It is necessary to note, that the statistics for the single journey tickets in the tables above are not complete, because they include only tickets sold specifically for the zone 400. The IDS BK fare system enables users to buy also travel tickets, which are not assigned specifically to zones (for example tickets from ticket machines). These remaining tickets are additionally assigned to zones with complicated algorithms for the purpose of revenue redistribution and these calculations aren't not available for the purpose of this Pilot Evaluation report. It is quite likely, that a few passengers bought a ticket in a ticket machine or an electronic ticket with a contactless chip card somewhere in the Bratislava region and travelled with it to Trnava on a S20 or S25 line, but it will be possible to quantify their number more precisely later.

4. Future Plans for Improvements

Since the pilot action concerned the integration of the railway node Trnava and thus included only train connections, the next step should be the integration of regional bus lines and city public transport lines, which stop or terminate at the Trnava railway station. It is necessary to bring together the Trnava region, Trnava city and also all the concerned bus operators in order to widen the integration of Trnava to all public transport modes. The integration of all public transport in Trnava, and for that matter also in the rest of the Trnava region, is planned to start in the year 2021, after new bus operators are procured (contracts valid today are expiring both in Bratislava and Trnava region in the next two years). With new contracts and newly procured operators it will be easier to push forward changes connected with integration.

Apart from fare integration, Trnava region needs to integrate and optimize the whole system of public transport in order to fully exploit all the benefits of integrated public transport. Based on the experience with deepening transport integration in the Bratislava region, it is possible to predict, that it will take several years to optimize and fully integrate the whole public transport network in the Trnava region. The fact, that integrated transport is becoming a generally accepted concept in the Bratislava region and hopefully also in the rest of Slovakia, brings optimism into all the work regarding integration in the Trnava region waiting to be done. To this day it is still questionable what role the company BID (Bratislava integrated transport) will play in further integration of public transport in the Trnava region. It will depend mainly on the will and interest of the Trnava region to cooperate on a joint system. BID will propose actions to be taken in the Trnava region in the Action Plan Bratislavský kraj (deliverable T1.4.4), which is aimed at identifying measures, which will improve public transport both in the Bratislava region and Trnava region.